

Sri G. CHANDRAKANTH.—Sir, the Hon. Chief Minister has made the statement, wherein he has not said anything about Jan Sangh and the R.S.S. as responsible for creating the trouble as was pointed out by Sri M. S. Krishnan. I am told that certain Naxalites are creating this trouble. I request the Government to have a watch over these people.

Sri VEERENDRA PATIL.—The Hon Member Sri M. S. Krishnan has made some reference to Jansangh and R. S. S. and the Member representing Jansangh has made certain statement. By the Statement made by the representative of the Jansangh, Sri Krishnan might have been satisfied. I have nothing to add to satisfy him.

Sri M. S. KRISHNAN.—The Government is shirking its responsibility to give out the truth.

(iii) *Re: Unemployment due to nationalisation of Bus routes in Kolar District*

Mr. SPEAKER.—Now the call attention notice given by Sri Nagappa.

Sri M. NAGAPPA (Raichur).—I call the attention of Minister for Transport to the unemployment of workers as a result of nationalisation of Bus Routes in Kolar District.

†**Sri H. C. BORIAH (Deputy Minister for Transport).**—The Kolar pocket of the M. S. R. T. C. was nationalised on 1st January 1969. The services newly introduced by Mysore State Road Transport Corporation displaced only 9 private operators fully and 86 operators partially. The private operators who were operating inter-State services continue to operate their services. The operators whose services were partially affected also continue to operate on the residual portions of their routes. So the employees of these two categories of private operators are not affected. It is only the employees of the private operators whose operations have been fully affected who may have lost their jobs. It is likely that some of those employees might have been provided with alternative employment by their previous employers or they might have secured employment elsewhere. The Corporation is not aware of the exact number of persons who have become unemployed consequent on the nationalisation of services in Kolar. Efforts made by the Corporation to obtain the number of employees likely to be displaced on account of nationalisation have not been successful so far.

The Mysore State Road Transport Corporation had addressed letters to all the private operators who were likely to be affected by nationalisation to indicate the names of the employees who may be displaced

(SRI H. C. BORAIAN)

Most of the private operators did not furnish the information called for. However particulars were received from 20 operators of whom 5 operators are fully displaced. The number of employees likely to be displaced as indicated by these 5 operators is 57 only. The 59 operators who have been fully displaced were operating 67 vehicles. Assuming that on an average 5 persons had been employed per bus, the total number of displaced employees would be about 335. But the Corporation do not have correct information on this point as already stated earlier. However, it can be specifically stated that the number would not be in thousands as indicated by the member.

In order to implement the Scheme, the Mysore State Road Transport Corporation had to recruit employees in various categories. So, applications were invited to fill up the posts that had to be urgently filled up. Employment Notices were issued on 25th October 1963 in this behalf. These notices indicated the qualifications and age limit prescribed for the various posts, according to the Cadre and Recruitment Regulations. Candidates who had applied in response to these notices were called for test and also interviewed and the selection authorities have selected suitable candidates.

Candidates who did not possess the qualification or who had passed the age limit as prescribed under the Cadre and Recruitment Regulation were not considered for selection.

Representations were received by Government for relaxing the qualification and age limit as prescribed in respect of displaced employees of private operators as otherwise a large number of them would be unemployed. The matter was considered by Government and accordingly it is proposed to issue directions to the Mysore State Road Transport Corporation for giving some relaxation to recruit the employees of the private operators in Kolar District. As the Mysore State Road Transport Corporation has to be consulted before giving directions (as required under the provisions of the Road Transport Corporations Act, 1950) the matter has been referred to them for their views and the same is before the Corporation Board. After a reply is received from them, Government will take further necessary action in the matter to issue the proposed directions.

ಶ್ರೀ ಎಂ. ನಾಗಪ್ಪ.—ಎಷ್ಟು ಜನ ಖಾಸಗಿ ಬಸ್ಸುಗಳಲ್ಲಿ ಕೆಲಸ ಮಾಡುತ್ತಿದ್ದಾರೆ ಎನ್ನುವುದರ ಸಂಬಂಧದಲ್ಲಿ ಕೆಲಸಗಾರರ ಅಸೋಸಿಯೇಷನ್‌ನವರು ಒಂದು ಪಟ್ಟಿಯನ್ನು ಸರ್ಕಾರಕ್ಕೆ ಕೊಟ್ಟಿದ್ದಾರೆ. ಅದನ್ನು ತಾವು ನಿರಾಕರಿಸಲಕ್ಕೆ ಏನು ಕಾರಣ? ಎರಡನೆಯದಾಗಿ ನಿಮ್ಮ ರೈಲ್ವೆ ಖಾಲಿ ಇರತಕ್ಕ ಜಾಗಗಳಿಗೆ ಡಿಸ್‌ಪ್ಲೇಸ್ ಆದ ಜನಗಳಿಗೆ ಮೊದಲು ಪ್ರಾಶಸ್ತ್ಯ ಕೊಟ್ಟು ಉಳಿದ ಸ್ಥಳಗಳಿಗೆ ಬೇರೆಯವರಿಗೆ ಕೊಡುವ ಯೋಚನೆ ಮಾಡುತ್ತೀರಾ?

ಶ್ರೀ ಎಚ್. ಸಿ. ಬೋರಾಯ್.—ಒಂದು ನೋಟಿಫಿಕೇಷನ್ ಹೊರಡಿಸಿ ಅರ್ಜಿಗಳನ್ನು ಕರೆಯಿರಬಹುದು. ಆ ಪ್ರಕಾರವಾಗಿ ಸರಿಯಾದ ಅರ್ಜಿ ಹಾಕಿರುವಂಥವರಿಗೆ ಅದ್ವಿತೀಯವಾಗಿ ಕೊಡುತ್ತೇವೆ. ಅವರ ವಿದ್ಯಾರ್ಹತೆ ಸರಿಯಾಗಿದ್ದರೆ ಇತರ ಕೆಲವು ಅರ್ಹತೆಗಳ ಬಗ್ಗೆ ರಿಲಾಕ್ಸ್ ಮಾಡುವ ವಿಷಯ ಸರ್ಕಾರದ ಮುಂದೆ ಇದೆ. ಇನ್ನು ಲಸ್ಟ್ ಕಳಿಸಿಕೊಟ್ಟಿರುವ ವಿಷಯ. ಅದನ್ನು ಸಂಘದವರು

ಕಳಿಸುವುದಕ್ಕಿಂತ ಅಪರೇಟರುಗಳು ಅಂಥ ಪಟ್ಟಿಯನ್ನು ಕಳಿಸಿಕೊಟ್ಟರೆ ಅನುಕೂಲವಾಗುತ್ತದೆ. ಅಂಥ ಪಟ್ಟಿಯನ್ನು ಅಪರೇಟರುಗಳು ಇಲ್ಲಿಯವರೆಗೂ ಕಳಿಸಿಲ್ಲ. ಕೆಲಸಗಾರರ ಸಂಘದವರು ಒಂದು ಪಟ್ಟಿಯನ್ನು ಕಳಿಸಿಕೊಟ್ಟಿದ್ದಾರೆ. ಅದನ್ನು ಬಂಡಿತವಾಗಿ ಗಮನದಲ್ಲಿಟ್ಟುಕೊಂಡು ಎಷ್ಟು ಮಟ್ಟಿಗೆ ಕೆಲಸ ಕೊಡುವುದಕ್ಕೆ ಸಾಧ್ಯ ಎನ್ನುವುದನ್ನು ಪರಿಶೀಲಿಸುತ್ತೇವೆ.

ಶ್ರೀಮತಿ ಕೆ. ಲೀಲಾವತಿ ರೈ (ಬಿಂಟವಾಳ್).—ಮಾನ್ಯ ಮಂತ್ರಿಗಳು ಉತ್ತರ ಕೊಡುತ್ತ ಕೆಲವು ರಿಯಾಯಿತಿಗಳನ್ನು ಕಂಡಕ್ಕರುಗಳಿಗೆ ಮತ್ತು ಡ್ರೈವರುಗಳಿಗೆ ಕೊಡಲಿರುವವರು ಎಂದು ತಿಳಿಸಿದರು. ಏನು ವಿದ್ಯಾರ್ಹತೆ ನಿಗದಿ ಮಾಡಿದ್ದಾರೆ ಅದನ್ನೂ ವೇವ್ ಮಾಡಬೇಕು ಎಂದು ಮಾನ್ಯ ಮಂತ್ರಿಗಳಿಗೆ ಒಂದು ಮನವಿಯನ್ನು ಕೊಟ್ಟಿದ್ದಾರೆ. ಅದನ್ನು ಸರ್ಕಾರ ಪರಿಶೀಲಿಸಿ ಅದಕ್ಕೆ ಏನಾದರೂ ಹಾದಿ ಕಂಡು ಹಿಡಿದು ಡಿಸ್ ಪೋಸ್ ಆದವರನ್ನೆಲ್ಲ ತೆಗೆದುಕೊಳ್ಳುವವರಿದ್ದಾರೆಯೇ ?

ಶ್ರೀ ಎಚ್. ಸಿ. ಬೋರಯ್ಯ.—ಮಾನ್ಯ ಸದಸ್ಯರು ವ್ಯಕ್ತಪಡಿಸಿರತಕ್ಕ ಅಭಿಪ್ರಾಯಗಳನ್ನು ಗಮನದಲ್ಲಿಟ್ಟುಕೊಂಡು ಅದನ್ನು ಪರಿಶೀಲಿಸಿ ಸಾಧ್ಯವಾದರೆ ಅವರ ಅಪೇಕ್ಷೆಯನ್ನು ಈಡೇರಿಸುವುದಕ್ಕೆ ಪ್ರಯತ್ನ ಮಾಡುತ್ತೇವೆ. ಈಗಲೇ ಅದರ ಬಗ್ಗೆ ಯಾವ ತೀರ್ಮಾನವನ್ನೂ ಹೇಳುವುದಕ್ಕಾಗುವುದಿಲ್ಲ.

ಶ್ರೀ ಪಿ. ವೆಂಕಟಗಿರಿಯಪ್ಪ (ಕೋರಾರ).—ಮೈಸೂರು ರಸ್ತೆ ಸಾರಿಗೆ ಸಂಸ್ಥೆಯ ಅಧಿಕಾರಿಗಳು ನೌಕರರನ್ನು ತೆಗೆದುಕೊಳ್ಳುವುದರಲ್ಲಿ ಅಕ್ಷಮ್ಯ ಅಪರಾಧ ಮಾಡಿದ್ದಾರೆ. ಜವಾನರ ಕೆಲಸಕ್ಕೆ, ವಾಚ್‌ಮನ್ ಕೆಲಸಕ್ಕೆ, ಇಂಥ ಸಣ್ಣ ಸಣ್ಣ ಕೆಲಸಗಳಿಗೆ ಕೂಡ ಗುಲ್ಪರ್ಗ, ಚಿತ್ರದುರ್ಗ ಜಿಲ್ಲೆಗಳವರನ್ನು ತೆಗೆದುಕೊಂಡು ಕೋರಾರ ಜಿಲ್ಲೆಯವರಿಗೆ ಯಾರಿಗೂ ಅವಕಾಶ ಕೊಟ್ಟಿಲ್ಲ. ಇನ್ನು ಮುಂದಾದರೂ ಸೆರೆಕ್ಷನ್ ಮಾಡುವಾಗ ಸಣ್ಣ ಸಣ್ಣ ಕೆಲಸಗಳಿಗಿಲ್ಲ, ದೊಡ್ಡ ಕೆಲಸಗಳಿಗಿಲ್ಲ, ಕೋರಾರ ಜಿಲ್ಲೆಯವರನ್ನೇ ತೆಗೆದುಕೊಳ್ಳಬೇಕೆಂದೂ, ಅವರಿಗೆ ಅದ್ವೈತ ಕೊಡಬೇಕೆಂದೂ ಆದೇಶವನ್ನು ಸರ್ಕಾರ ಕೊಡುತ್ತದೆಯೇ ?

ಶ್ರೀ ಎಚ್. ಸಿ. ಬೋರಯ್ಯ.—ಮಾನ್ಯ ಸದಸ್ಯರು ಹೇಳುವಂತೆ ಭಿನ್ನ ಭೇದಗಳನ್ನು ಮಾಡಬೇಕೆಂಬುದು ಎಂ.ಎಸ್.ಆರ್.ಟಿ.ಸಿ. ಅವರ ಅಭಿಪ್ರಾಯವಾಗಿಲ್ಲ. ಮೈಸೂರು ಸಂಸ್ಥಾನಕ್ಕೆ ಸೇರಿರುವ ಪ್ರಜೆಗಳು ಯಾವುದೇ ಮೂರೆಯಲ್ಲಿರಲಿ ಅವರಿಗೆ ಅಪ್ಪಿ ಕೇಷನ್ ಹಾಕುವುದಕ್ಕೆ ಅಧಿಕಾರವಿರುತ್ತದೆ ; ಹಾಕುತ್ತಾರೆ. ಒಂದೇ ಜಿಲ್ಲೆಯವರಿಗೆ ಕೊಡಬೇಕೆಂದು ಹೇಳಿದರೆ ಅದು ಡಿಸ್ಕ್ರಿಮಿನೇಷನ್ ಆಗುತ್ತದೆ. ರಾಷ್ಟ್ರಾಂಗಕ್ಕೆ ವಿರೋಧವಾಗಿ ನಡೆದಂತಾಗಬಹುದು. ಯಾರು ಡಿಸ್ ಪೋಸ್ಡ್ ಪರ್ಸನ್ಸ್ ಕೋರಾರದವರು ಇದ್ದಾರೆ ಅವರಿಗೆ ಸಾಧ್ಯವಿದ್ದಷ್ಟೂ ಕೆಲಸ ಕೊಡುವುದಕ್ಕೆ ಪ್ರಯತ್ನ ಮಾಡುತ್ತೇವೆಂದು ಹೇಳುತ್ತೇನೆ.

† Sri K. PUTTASWAMY (Minister for Law, Labour and Parliamentary Affairs).—Sir, yesterday, the Hon. Chief Minister promised to make a statement on the adjournment motion raised by Hon'ble Member Mr. Sayanak. On his behalf I am making the following statements :—

The students of Lingaraj College, Belgaum came to the College on 24th January 1969 as usual, but, did not enter the classes at 11 A.M. The Principal of the College, therefore, suspended the classes for 24th and 25th January 1969. The students thereafter came out of the College Campus in groups and moved in different directions. It is not true that the students took out a procession on that day.

On 25th January 69, a complaint was received from a gentleman that his car was stopped by students near the Medical College on 24th January 1969 and that some minor damages were caused to the car. A case under sections 147/336 and 427 IPC has been registered in the Belgaum Rural Police Station Cr. No. 8/69. The investigation in this behalf is in progress. The damage caused to the car is estimated at Rs. 70.